

# **Transportation, Distribution and Warehousing Services in Moldova**

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ALL STATISTICAL DATA, CONTACT INFORMATION AND NARRATIVES ARE ACCURATE AS OF THE DATE NOTED.

## **INTRODUCTION**

The objective of this report is to provide U.S. companies with an overview of transportation/logistics infrastructure and major projects in Moldova. The information provided will be useful not only to exporters of physical goods who include domestic distribution in their business model, but to all exporters and investors who are assessing market potential, operational costs and other data needed for project feasibility studies. Unless noted, the report does not cover the breakaway region of Transnistria.

## **1. GENERAL MARKET OVERVIEW**

### ***1.1 1.1 Trade Statistics***

Moldova, a 4-million strong Southeast European nation similar in size to the U.S. state of Maryland, has been experiencing its sixth consecutive year of economic growth. In 2005, GDP grew 7.1%, or 43% since 2000 when the economy started its pickup, to reach USD 2.9 billion. The growth was attributable to the increase in industrial output, construction and trade. In the first half of 2006, GDP grew 5.0%, despite an economic slowdown due to the embargo imposed by Russia on Moldovan wine imports. Industrial output dropped 6.4% over the same period, with the wine industry undergoing a 42-% slump. Agriculture on the other hand grew 1.8%. The growth was ascribed to higher consumption (28%), fueled by an increase in salaries, remittances from Moldovans working abroad and consumer loans. The shock caused by Russia's wine embargo and doubling of gas prices determined the Government to revise its GDP growth forecasts from the previous 6.5% down to 4%. The IMF has also put down its 2007 GDP growth outlook from 6% to 3%, below the average GDP growth of 6.8% expected in CIS.

In 2005, Moldova's foreign trade turnover stood at USD 3,384.1 million, up 22.9% from 2004. In the first nine months of 2006, Moldova's foreign trade grew as a result of higher imports. At the same time, exports fell year-on-year due to the Russian wine embargo. The table below presents the most recent foreign trade data available.

Table 1. Moldova's Foreign Trade

	2004	2005	Jan-Sep, 2005	Jan-Sep, 2006
Total, million USD	2,753.7	3,384.1	2,392.4	2,561.9
Import, million USD	1,768.5	2,292.9	1,609.6	1,843.3
Export, million USD	985.2	1,091.2	782.8	718.6
Trade Balance, million USD	-787.3	-1,201.7	-826.8	-1,124.4

*Source: National Statistics Bureau*

Overall, Moldova is a country open for foreign trade. The country's economy relies heavily on trade. Moldova has joined the WTO, has signed free trade agreements with member states of the Stability Pact for South Eastern Europe and CIS, and has been seeking rapprochement with the European Union. It is also set to accede to the multilateral Central European Free Trade Agreement by the end of 2006. The country also enjoys the treatment of extended general system of preferences (GSP +) from the European Union, which means duty-free exports for a range of products from Moldova to the EU.

Once Romania joins the European Union in 2007, Moldova will become an important link between EU and non-EU Eastern Europe and thus could be considered a hub for the region.

The country's openness may partly explain why imports exceed by far exports. In the first nine months of 2006, the foreign trade deficit was already beyond USD 1 billion. Most of the country's imports (80.4%) originate from: Ukraine (20.1%), Russia (14.8%), Romania (13.1%), Italy (7.5%), Germany (7.1%), Turkey (4.2%), China (4.2%), Belarus (2.9%), Poland (2.7%), France (2.3%) and the U.S. (1.5%). Regional breakdown puts CIS in the lead with 38.2% of all imports, followed by the European Union with 30.4% and Central and East European countries with 14.5%. The main imported goods are: mineral products, primarily energy resources (24.9%); electronic devices and electric equipment (13.5%); chemical products (8.6%); common metals and items thereof (8.0%); textile materials and items thereof (8.0%); food products, beverages and tobacco (6.8%); plastics, rubber and items thereof (6.5%); and transport means (5.2%).

On the export side, despite an embargo on wines and fresh vegetal products, over the first nine months of 2006, Russia remained the main destination market accounting for 19.8% of all deliveries, even though its share has considerably dropped year on year from 33.4% in 2005. Following next were Romania with 14.6%, Ukraine 12.2%, Italy 11.8%, Belarus 6.7%, Germany 4.6%, Turkey 3% and Poland 3%. The U.S. market accounted for 1.6% of Moldova's exports. From a regional perspective, CIS took up 42.3% of all Moldova's exports versus 50.7% a year ago (diminished exports to Russia are to blame).

The European Union accounted for one third of exports and was followed by Central and Eastern Europe with 16.6%. Agricultural and food products lead Moldova's merchandise exports with 42.3%, followed by textiles and articles thereof 22.7%, common metals and items thereof 5.9%, and electronic devices and electric equipment 5.3%.

## ***1.2 Transport Infrastructure***

Moldova has extensive transport infrastructure; however, most roads are in dire need of repair, while road signs are totally missing at times. Road and rail are the two most important modes of transport. Road transport has been traditionally dominating in the freight traffic with 70%-75% share of the overall freight turnover. Its share however has not always been the same over the last five years, varying from as low as 57% in 2003 to 68% in 2005, reflecting the increase in the transit shipments by railway through Moldova. The shares of airfreight and water transport are insignificant in the overall transportation activity.

## ***1.3 Market peculiarities***

Moldova is a landlocked country, situated between Ukraine and Romania, both having access to the Black Sea. The country has also an imprecisely defined 500-900 meter frontage on the Danube River that is currently used for the construction of a port near Giurgiulesti, which is seen as a way of access to navigation on Black Sea and the Danube River. The country's terrain does not pose challenges to transportation and logistics.

The Pan European Corridor IX (Moscow-Kiev-Bucharest) crosses Moldova from East to West. Moldova has long been considered a gateway between the former Soviet Union and the West in cultural, linguistic and commercial aspects. With Romania's accession to the European Union in 2007, Moldova's geographical position between Eastern Europe and EU will become more important as the country can become a hub for the region. Further investment is needed in rehabilitation of road and railway infrastructure, warehousing facilities and modernization of rolling stock.

The unsolved issue of the breakaway region of Transnistria that straddles the major routes to Russia and other important Eastern markets creates problems to land transportation of goods to and from the East.

As with any industry, transportation of goods is directly linked to the country's general economic situation and evolution of trade. Russia's recently lifted trade embargoes on Moldovan wine and agricultural products as well as the issue of train communication on the Eastern border have led to a decrease in the volume of transported goods in 2006.

## ***1.4 Major Infrastructure Development Projects***

Investment in Moldovan transport infrastructure has been insufficient. Virtually no major financing was made over the last 15 years, except for a few EU and EBRD-backed projects of road rehabilitation and the Chisinau airport modernization. Moldovan President has recently announced that in 2007 the Government will invest \$76 million in the country's road infrastructure. This is an unprecedented amount that the cash-strapped Moldova will spend on its roads given the little if any money invested in road infrastructure since the time Moldova gained its independence.

The only major infrastructure development project currently underway is the international free port of Giurgiulesti located on the 500 meters of Danube frontage in Southern Moldova. The Moldovan government pins much hope on the Giurgiulesti port for the diversification of transport routes to Moldova and direct access to international markets. The Giurgiulesti port consists of an oil terminal, multipurpose dry cargo terminal, grain terminal, container terminal, passenger terminal and industrial zone. The oil terminal was completed in October 2006 and consists of a tank farm of total capacity of 60,000 cubic meters. The 7-meter depth of the Danube allows the mooring of 10,000-ton vessels. The other terminals are yet to be completed by 2012 the latest. The main investor is Danube Logistics, owned by the Dutch-registered Eas Eur Holding. Danube Logistics is open for cooperation with prospective partners for the completion of the other terminals. The port was declared by law a free international port, the residents of which enjoy a series of tax breaks and a special customs regime. Companies may also choose to become residents of the free international port.

Danube Logistics  
Str. Mihai Viteazu 2/2, Chisinau MD2004, Moldova  
Tel. (373 22) 29 36 11  
Fax (373 22) 29 28 55  
Mr. Tomas Moser, General Director

The Moldovan Ministry of Transport and Roads also developed a few road projects for which no financing has been agreed. The Ministry considers a few financing options, including funds from IFIs, private financing and concession arrangements. Following are a list and shortened descriptions of planned projects:

1) Automobile Road M3 Chisinau-Cimislia-Comrat-Vulcanesti-Giurgiulesti-Romanian border.

The total length of the four-lane road project is 217 km. The first portion of 34 km (Chisinau-Cimislia) was built between 1985 and 1995. Preparatory earth works were performed on 8 km of road. The road will lead to the Giurgiulesti terminal and from there to the Romanian border. Total cost of the project is estimated at USD 244.5 million; the rate of return is estimated at 6-17%.

2) Ukrainian Border-Criva-Balti-Chisinau

Rehabilitation of 268 km of existing road. The total estimated cost of the project is USD 42 million, with an estimated rate of return of 7-23%

3) Leuseni-Chisinau-Dubasari-Ukrainian Border

Improvement of road and roadside services on 153 km. The road is a component of the Pan European Corridor IX as well as of the Trans-European network E581 and E577. Estimated cost of the project USD 65.1 million, with a varying rate of return of 12-36%.

4) Chisinau-Soroca-Road M2

Improvement of 74.4 km of road. This is a new branch of Pan-European Corridor IX. Estimated cost: USD 12.4 million

5) Saratenii Vechi-Balti Road R14

Rehabilitation of 68.7 km of existing road. Estimated cost: USD 18.5 million. Estimated rate of return: 39%.

6) Leuseni-Chisinau-Dubasari-Ukrainian Border (Chisinau bypass)

Improvement of 18.6 km of road and roadside services. Estimated cost: USD 18.3 million.

## 2. PRIMARY TRANSPORTATION MODES

The table below shows the volumes of goods moved by Moldovan carrier companies and modes of transport used.

Table 2. Transport of goods

	1997	1998	1999	2000	2001	2002	2003	2004	2005
<i>Transported goods, million tons</i>									
<b>Overall</b>	<b>45.5</b>	<b>38.7</b>	<b>28.0</b>	<b>28.9</b>	<b>27.8</b>	<b>31.8</b>	<b>34.3</b>	<b>34.7</b>	<b>36.4</b>
<i>of which:</i>									
<i>Railway</i>	12.8	11.1	6.6	8.2	10.5	12.6	14.7	13.3	24.6
<i>Road</i>	32.7	27.6	21.4	20.7	17.2	19.1	19.5	21.3	3.2
<i>River</i>	0.0391	0.0131	0.0159	0.0308	0.1037	0.1075	0.1200	0.1197	0.1118
<i>Air</i>	0.0012	0.0015	0.0013	0.0014	0.0017	0.0009	0.00075	0.00072	0.00077
<i>Turnover of goods, million ton kilometers</i>									
<b>Transport, total</b>	<b>3968</b>	<b>3597</b>	<b>2267</b>	<b>2605</b>	<b>3044</b>	<b>4007</b>	<b>4597</b>	<b>5168</b>	<b>5460</b>
<i>of which:</i>									
<i>Railway</i>	2937	2575	1191	1513	1980	2748	3019	3006	3053
<i>Road</i>	1028	1018	1073	1088	1060	1257	1577	2161	2405
<i>River</i>	0.32	0.01	0.18	0.06	2.60	0.30	0.35	0.37	0.43
<i>Air</i>	2.4	3.6	3.3	4.1	2.0	1.3	0.9	1.0	1.1

### 2.1 Waterways and Ports

Moldova has two navigable rivers – Dniestr and Prut, the latter having access to the Danube River. The role of internal waterways and ports is insignificant. There is little transportation done by river; most of it is domestic transport by barges and small ships. Before the breakup of the USSR, both the Dniestr and the Prut were used mostly for the internal rather than international transport of annually reported volumes of 7-8 million

tons. The primary use of waterways on the Dniestr has been to move mostly construction materials to the cities located on the banks of the river going as far down as the Ukrainian city of Belgorod Dnestrovski. No cleaning of river bottoms has been done in years.

A new port, the International Free Port of Giurgiulesti, is currently being built on the Danube River by Danube Logistics. See chapter 1.4 of this report for more details.

There are a few other ports on the Dniestr and Prut rivers, yet they are irrelevant in the overall picture of transportation of goods and passengers to, from and through Moldova.

Goods shipped by sea usually arrive in or leave Moldova through the nearby ports of Odessa, Ilychevsk and Reni, Ukraine, and Galati and Constanta, Romania. For some types of goods (e.g. frozen pork and poultry) coming from across the Atlantic, the shipments could also be made to the ports of Gdansk, Poland and Klaipeda, Latvia, where the goods bound for Moldova change the mode of transport.

## **2.2 Rail**

The total length of Moldovan railways is 2,010 km rebuilt after World War II using wide gauge tracks, and made an integral part of the former Soviet Union's railways. The break-up of the Soviet Union deeply affected the whole railway system. Moldova still has the unresolved issue of a strip of land on the eastern border with Ukraine, known as Transnistria, which has been seeking independence from mainland Moldova since 1992. While the region is unrecognized internationally, it controls de facto key transport routes running through its territory. Its unresolved status leads to unreliability and inefficiency in the rail transport of passengers and goods to the markets of Russia and Ukraine.

Railway transport is mostly used for East bound shipments. The state railway company *Calea Ferata din Moldova (CFM)* is the monopoly railway operator in Moldova. Its rolling stock is antiquated and railway tracks are not electrified. There are cross-subsidies between passenger and cargo transport, whereby higher cargo transportation fees cover the cost of passenger transportation.

## **2.3 Roads**

The total length of roads is 10,534 km, of which 3,667 km are national roads and the remainder 6,867 km are local roads. Most local transport of cargo and passenger is by road. Moldova's road network density of 31 km per 100 square km is comparable to the neighboring countries.

The main international roads are Chernivtsy (Ukraine) – Balti – Chisinau and Iasi (Romania) – Sculeni – Balti – Chisinau.

International road freight companies are associated in the International Road Transport Association (AITA), which has 315 members operating an estimated fleet of 4,700 trucks.

## **2.4     *Airways and Airports***

The role of air transport is insignificant in the overall picture of freight transport in Moldova. Air transport is used by companies when the time frame and speed of delivery is critical, the transported goods are of high value and other modes of transport are not readily available. Airfreight activities are limited because of Moldova's vicinity to its main export and import markets, while most of the exports have a low value-to-volume ratio.

Moldova has four airfields (Chisinau, Balti, Cahul and Marculesti), but only the Chisinau International Airport is fully operational and serves international connections. The other three are underdeveloped and provide intermittent services. The airports need investment into upgrading runway lighting equipment, luggage handling equipment, luggage and passenger scanning and runway maintenance equipment.

### **International Chisinau Airport**

Bul. Dacia 80/3, Chisinau MD2026, Moldova

Tel. (373 22) 52 60 60

Fax (373 22) 52 60 87

[www.airport.md](http://www.airport.md)

### **Balti Airport**

Str. Aerodromului 12, Balti MD3100, Moldova

Tel. (373 231) 4 42 30

Fax (373 231) 4 38 19

### **Cahul Airport**

CP 16, Cahul MD3901, Moldova

Tel. (373 299) 2 08 44

Fax (373 299) 2 08 44

## **3.     TRANSPORTATION AND LOGISTICS SERVICES**

Moldova's transportation and logistics services market is at an early stage of development. The market is fully in private hands, except for the state railway monopoly CFM and one state-run air company, Air Moldova. By international standards the range of services offered is narrow and the quality of these services is often low. Most companies offer the basic service of freight forwarding, while the few providers of third party logistics on the market generally provide just a few services that are far from Western standards. There are no major Western freight forwarding firms that would offer

a full range of transport services. A World Bank report cites as reasons the small size of the Moldovan logistics services market, unpredictable public administration procedures and often corrupt practices. DHL and UPS, which have been present in Moldova for some time, have only recently started to provide limited freight forwarding services for shipments by air and sea in addition to their core business of express mail delivery.

There are basically two types of shipping and freight forwarding companies in Moldova. On one hand, the forwarding companies whose business is strictly freight forwarding, i.e. dispatching and booking space for shipments on carrier companies. This type of companies specializes in just one mode of transport, either air or rail. A few of them would combine their core business with trucking by contracting private carriers or running their own truck fleet. A lower number of companies would also have sea freight forwarding by carriers operating at the nearby ports of Ukraine and Romania. Some forwarding companies combine all four modes of transport, but have just one mode of transport as its core business. As of recent, many Moldovan forwarding companies have also become providers of customs brokerage services.

On the other hand, there are the carriers, most of them trucking companies. Some of them would combine to some degree goods haulage (trucking) with freight forwarding by other modes of transport, usually railway or sea.

A few forwarding companies are known to provide warehousing services. However, warehousing services are generally separated from the forwarding or transportation business. A distributor will have to consider the warehousing aspect separately from the other links in the supply chain. The available warehouses are old Soviet-type facilities that do not fit Western storage standards, often lacking proper heating, ventilation or humidity control. A few underwent some type of modernization. Chisinau also has a number of specialized warehouses for frozen products. Such warehouses as a rule are run by specialized companies, such as meat processors, that provide overcapacities for rental. By some accounts, the warehouse space currently available in Chisinau is insufficient.

Even though there are transportation companies and drivers that can be hired to provide transportation of goods, Moldovan companies tend to keep their own fleet of trucks for distribution or supply of goods. Moldova is a relatively small market, without challenging terrain and therefore, does not need extensive investment in developing the distribution logistics. According to a World Bank report, nearly 40 percent of Moldovan firms use their own transport for distribution. The high share reflects the low quality of services available and the low initial investment in own equipment and transport staff. Many firms complain that on-time delivery and flexibility are the “weak links” in the supply chain as these services are rarely provided by Moldovan transportation companies. The demand for domestic distribution is low due to a few countrywide retail operations resulting from low purchasing power.

The common approach to identifying companies that provide transportation and logistics services in Moldova is through the local classified ads newspaper Makler, which publishes announcements in Russian. Companies may also contact stores, local business



associations, trade consulting companies and the Moldovan Chamber of Commerce to inquire of providers of transportation and logistics services.

A list of companies in the freight forwarding and transportation business is provided below.

LKW Alex Spedition  
Str. Milescu Spataru 35, Chisinau MD3400, Moldova  
Tel. (373 22) 83 85 85  
Fax (373 22) 83 85 86  
[www.lkw-alex.com](http://www.lkw-alex.com)  
International trucking and road freight forwarding

ExpeditEuroTrans  
Str. Columna 72/1, Chisinau MD2012, Moldova  
Tel. (373 22) 22 69 04  
Fax (373 22) 22 86 15  
[www.expedit.md](http://www.expedit.md)  
Railway forwarding

Megatrans  
Str. Alba Iulia 75, Chisinau MD2071, Moldova  
Tel. (373 22) 50 88 50  
Fax (373 22) 50 88 55  
[office@megatrans.md](mailto:office@megatrans.md)  
Railway forwarding to/from CIS and Europe; container shipments to/from the Mediterranean, Asia, Near East and the Americas

Translogistic  
Bul. Traian 15, Office 5, Chisinau MD 2060, Moldova  
Tel. (373 22) 506 112  
Fax (373 22) 506 106  
[www.tlogistic.com](http://www.tlogistic.com)  
Freight forwarding by railway and road to CIS, Western and Eastern Europe

Trame Trans  
Str. Dima 13, Chisinau MD2068, Moldova  
Tel. (373 22) 31 05 77  
Fax (373 22) 40 42 10  
[www.trame-trans.md](http://www.trame-trans.md)  
International trucking and freight forwarding by road

Trinex  
Bul. Stefan cel Mare 64, office 180, Chisinau MD2001, Moldova  
Tel. (373 22) 254 551  
Fax (373 22) 277 341

[trinex@company.md](mailto:trinex@company.md)

Freight forwarding by railway to CIS, Baltic States and Europe

Politrans SRL

Str. Bernardazzi 47/2, Chisinau MD2012, Moldova

Tel. (373 22) 27 89 50

Fax (373 22) 27 89 51

[www.politrans.md](http://www.politrans.md)

International trucking to/from Western Europe, especially Italy and Austria; Renault Trucks official dealer

Pilot Cargo

Str. Sfatul Tarii 27, Chisinau MD2012, Moldova

Tel.: (373 22) 23 71 10

Fax: (373 22) 23 83 77

[www.pilotcargo.md](http://www.pilotcargo.md)

Freight forwarding by air

Quehenberger Hellmann

Bul. Dacia 51/2, Chisinau MD2062, Moldova

Tel. (373 22) 56 98 10

Fax (373 22) 77 94 03

[www.hellmann.net](http://www.hellmann.net)

Freight forwarding by road, air and sea

DHL

Str. Vlaicu Parcalab 42, Chisinau MD2012, Moldova

Tel. (373 22) 22 80 07

Fax (373 22) 22 80 56

[www.dhl.md](http://www.dhl.md)

Air freight and sea transport

CargoInterPrim

Bd. Dacia 49/6, Chisinau MD 2062, Moldova

Tel. (373 22) 54 55 01

Fax (373 22) 54 55 02

Exclusive Partner UPS Supply Chain Solutions; air freight forwarding

MD Trans

Str. Muncesti 29, Chisinau MD 2001, Moldova

Tel. (373 22) 20 72 76

Fax (373 22) 55 56 43

<http://moldova.cc/mdtrans>

Road transport and freight forwarding by air, sea and road

Pro Logistic

Str. Tighina 49/4, office 222, Chisinau MD2001, Moldova

Tel. (373 22) 500 702

Fax (373 22) 500 704

[www.logistics.md](http://www.logistics.md)

Freight forwarding by air, sea and road

Transservice M

Str. Muncesti 29/1, Chisinau MD2001, Moldova

Tel. (373 22) 207 322

Fax (373 22) 207 323

[www.tsm.md](http://www.tsm.md)

Freight forwarding, railway, trucking, warehousing

Calea Ferata din Moldova

Str. Vlaicu Parcalab 48, Chisinau MD2012, Moldova

Tel. (373 22) 83 44 08

Fax (373 22) 22 13 80

[www.railway.md](http://www.railway.md)

State monopoly railway transport; freight forwarding by rail

Air Moldova

Bul. Dacia 80/2, Airport, Chisinau MD2026, Moldova

Tel. (373 22) 52 55 02

Fax (373 22) 52 60 09

[www.airmoldova.md](http://www.airmoldova.md)

Turkish Airlines

Tel. (373 22) 52 70 78

Fax (373 22) 52 50 06

Austrian Airlines

Str. Alexandru cel Bun 83, Chisinau MD2012, Moldova

Tel. (373 22) 83 88 38

Fax (373 22) 21 25 42

[www.austrian.md](http://www.austrian.md)

Moldavian Airlines

Bul. Dacia 80/2, Airport, Chisinau MD2026, Moldova

Tel. (373 22) 52 93 56

Fax (373 22) 52 50 64

[www.mdv.md](http://www.mdv.md)

Tarom

Bul. Stefan cel Mare 3, Chisinau, Moldova

Tel. (373 22) 54 12 54

Fax (373 22) 27 26 18

#### **4. MARKET OPPORTUNITIES FOR U.S. COMPANIES**

The underdeveloped logistics services sector in itself represents market opportunities for investment. There is a dearth of modern warehouses meeting Western standards. With Moldova set to become an immediate neighbor to the European Union starting 2007, there is potential for the country to develop into a hub for transportation between the EU and the vast Eastern markets.

Investments are needed in the electrification of Moldovan railway and modernization of rolling stock and railway trucks. In order to increase the volume of transited good, there is need to develop capacities for processing containers and other cargo types. Moldova needs to invest in European standard gauge for the railways from Ungheni to Chisinau.

As the European Union is setting the progressive introduction of increasingly stringent fume emission standards moving to the EURO V standard by 2008-2009, there will be increasing demand for compliant road vehicles. At the same time, the multilateral ECMT contingency system that was recently agreed upon by member countries of the European Conference of Ministers of Transport phases out the issuance of trucking authorizations for standards below EURO III by 2009. This will provide further incentive to upgrade truck fleets for local haulers, who otherwise may run the risk of getting fewer ECMT licenses mostly needed for haulage within EU countries.

#### **5. USEFUL RESOURCES**

##### ***5.1 Government Organizations***

Ministry of Transport and Roads  
Bul Stefan cel Mare, Chisinau, Moldova  
Tel. (373 22) 25 11 17  
Fax (373 22) 54 65 64  
Minister: Mr. Miron Gagauz  
<http://mci.gov.md/> - available only in Romanian  
[www.moldova.md](http://www.moldova.md) – Official government website

Moldovan Agency for International Road Transportation (AMTAI)  
Str. Burebista 108, Chisinau MD 2032, Moldova  
Tel: (373 22) 78 58 09  
Fax:(373 22) 22 06 57  
AMTAI, separate authority under the Ministry of Transport and Roads, issues multilateral (CEMT/ECMT) and bilateral road transport permits for Moldovan international trucking companies.

State Road Administration

Str. Bucuriei 12 A, Chisinau MD 2004, Moldova

Tel. (373 22) 74 05 70

Fax (373 22) 75 95 60

The Administration defines road development policies, regulations and planning.

State Civil Aviation Administration

Airport, Chisinau MD2026, Moldova

Tel. (373 22) 52 40 64

Fax (373 22) 52 91 18

Director General: Mr. Valentin Vizant

[www.caa.md](http://www.caa.md)

## **5.2 Trade associations and information portals**

International Road Transporters Association (AITA)

Bul. Dimitrie Cantemir 3/1, Chisinau MD2001, Moldova

Tel. (373 22) 27 88 49

Fax (373 22) 27 88 37

[www.aita.md](http://www.aita.md)

President: Mr. Vladimir Florea

AEM Trans Association of Moldovan Forwarders and Customs Brokers

Str. Vlad Tepes 3, Chisinau MD2026, Moldova

Tel. (373 22) 73 84 66

Fax (373 22) 73 53 63

<http://moldova.cc/aemtrans/>

Chairman: Mr. Serghei Taran

## **5.3 Trade consultants, lawyers, etc. (as relevant)**

Business Advisory Center

Str. Mitropolit Petru Movila 23/9, office 3, Chisinau MD2004, Moldova

Tel. (373 22) 21 00 89

Fax (373 22) 21 00 95

[www.cca-ngo.org](http://www.cca-ngo.org)

Business and trade consulting

Business Consulting Institute

Str. 31 August 98, Chisinau MD 2004, Moldova

Tel. (373 22) 23 74 74

Fax (373 22) 20 34 64

[www.bci.md](http://www.bci.md)

Business and trade consulting

Business Intelligent Services

IPTEH Bldg., Bul. Stefan cel Mare 65, office 400, Chisinau, Moldova

Tel. (373 22) 27 00 01

Fax (373 22) 27 06 50

[www.intelligent.org](http://www.intelligent.org)

Business and trade consulting

Euromol

Str. Independentei 30/1, Chisinau MD2072, Moldova

Tel. (373 22) 56 70 07

Fax (373 22) 76 26 85

[www.euromol.md](http://www.euromol.md)

Business and trade consulting

Tomacy International Trading

Str. Miron Costin 7, office 808, Chisinau MD2068, Moldova

Tel. (373 22) 44 99 78

Fax (373 22) 44 99 78

[www.tomacy.com](http://www.tomacy.com)

Business and trade consulting

Ernst & Young

Str. Banulescu-Bodoni 57/1

Chisinau, Moldova

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